

1946

ANNUAL REPORT

of

The Belt Railway Company
of CHICAGO

FOR THE

YEAR ENDED DECEMBER 31, 1946

BOARDS

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ANNUAL REPORT

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of CHICAGO

FOR THE

YEAR ENDED DECEMBER 31, 1946

In Memoriam

Mr. Carl Howe, of Chicago, a Director of this Company, died on November 9, 1946.

He was elected a Director in March 1929 and also served as a member of the Executive Committee at various times from April 1931 to the date of his death. He was highly esteemed by his associates who have recorded their sorrow and regret in an appropriate minute record.

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

ORGANIZATION

DIRECTORS

J. H. KEEFE, The Atchison, Topeka & Santa Fe Ry. Co.....	Chicago, Ill.
R. S. MARSHALL, The Chesapeake and Ohio Ry. Co.....	Cleveland, Ohio
HOLLY STOVER, Chicago & Eastern Illinois R. R. Co.....	Chicago, Ill.
P. W. JOHNSTON, Erie R. R. Co.....	Cleveland, Ohio
L. R. CAPRON, Chicago, Burlington & Quincy R. R. Co.....	Chicago, Ill.
JOHN W. BARRIGER, Chicago, Indianapolis and Louisville Ry. Co....	Chicago, Ill.
W. H. HILLIS, The Chicago, Rock Island & Pacific Ry. Co.....	Chicago, Ill.
C. A. SKOG, Grand Trunk Western R. R. Co.....	Detroit, Mich.
R. E. CONNOLLY, Illinois Central R. R. Co.....	Chicago, Ill.
E. A. WHITMAN, Wisconsin Central Ry. Co., Trustee.....	Minneapolis, Minn.
P. E. FEUCHT, Pennsylvania Co.....	Chicago, Ill.
R. J. BOWMAN, Pere Marquette Ry. Co.....	Cleveland, Ohio
NORMAN B. PITCAIRN, Wabash R. R. Co.....	St. Louis, Mo.

EXECUTIVE COMMITTEE

R. E. CONNOLLY, Chairman	
P. E. FEUCHT	HOLLY STOVER
J. H. KEEFE	NORMAN B. PITCAIRN

OFFICERS

PRESIDENT AND GENERAL MANAGER.....	M. F. STOKES
VICE-PRESIDENT AND GENERAL COUNSEL.....	J. R. BARSE
SECRETARY AND AUDITOR.....	W. L. HUDSON
TREASURER.....	W. J. COLLINS
ASSISTANT SECRETARY.....	J. KIEVERNAGEL
ASSISTANT AUDITOR.....	I. A. SCHILKE
CHIEF ENGINEER.....	F. E. MORROW
GENERAL TRAFFIC AND INDUSTRIAL MANAGER.....	F. J. WASSON
GENERAL SUPERINTENDENT.....	G. A. VOELKNER
PURCHASING AND SUPPLY AGENT.....	C. W. YEAMANS

GENERAL OFFICES:

DEARBORN STATION, CHICAGO, ILLINOIS

ANNUAL MEETING OF STOCKHOLDERS FIRST TUESDAY IN APRIL EACH
YEAR AT CHICAGO

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

Chicago, April 1, 1947

To the Stockholders of The Belt Railway Company of Chicago:

The Board of Directors herewith submits its report of operations for the year ended December 31, 1946.

CONDENSED INCOME STATEMENT

For the Years ended December 31, 1946 and 1945

	1946	1945	Increase—I Decrease—D
Railway operating revenues.....	\$7,895,544.90	\$7,415,248.86	I \$480,296.04
Railway operating expenses.....	5,889,310.43	5,007,126.69	I 882,183.74
Net revenue from railway operations	\$2,006,234.47	\$2,408,122.17	D \$401,887.70
Railway tax accruals.....	\$1,054,761.84	\$ 766,001.90	I \$288,759.94
Railway operating income.....	\$ 951,472.63	\$1,642,120.27	D \$690,647.64
Net rents—credit.....	\$ 600,512.98	\$ 82,010.54	I \$518,502.44
Net railway operating income.....	\$1,551,985.61	\$1,724,130.81	D \$172,145.20
Other income.....	\$ 64,424.85	\$ 69,096.78	D \$ 4,671.93
Total income.....	\$1,616,410.46	\$1,793,227.59	D \$176,817.13
Miscellaneous deductions from income.	\$ 1,045.34	\$ 555.73	I \$ 489.61
Income available for fixed charges..	\$1,615,365.12	\$1,792,671.86	D \$177,306.74
Fixed charges.....	\$1,616,266.82	\$1,608,360.25	I \$ 7,906.57
Net income for year.....	\$ Dr. 901.70	\$ 184,311.61	D \$185,213.31

GENERAL REMARKS

There was a decrease in the volume of business as reflected by the number of cars handled in 1946 as compared with the previous year. The total number of cars handled in 1946 was 2,063,201, a decrease of 70,261 cars or 3.3% as compared with 1945; a decrease of 217,022 cars or 9.5% as compared with 1944 and a decrease of 219,766 cars or 9.6% compared with 1943.

Rates:

The order of the Interstate Commerce Commission in Ex Parte 148 authorized a 6% increase throughout the country with certain exceptions, with an additional 5% above the 6% in Official Classification Territory.

The Chicago Switching District being in Official Territory, rates published in Belt tariffs under this order were increased the maximum amount. After negotiations with the roadhaul carriers, absorbed switching charges were increased on other than livestock and perishable freight approximately 5% and on livestock and perishable freight moving in intermediate switching service, approximately 3%.

The order of the Interstate Commerce Commission in Ex Parte 162-148 cancelled, effective January 1, 1947, increases granted under Ex Parte 148, and authorized rate increases effective January 1, 1947. Under this order rates covered by Belt tariffs will be increased 25%, and increases in absorbed switching charges were negotiated with roadhaul carriers and resulted in an average increase of approximately 20% applicable to Belt Railway "Separate Operation" business.

Wages:

An increase of 16 cents per hour for employes represented by the non-operating labor organizations became effective January 1, 1946, pursuant to Arbitration Award of April 3, 1946, under National Mediation Board Docket No. A-2215, Arbitration 62, and an additional increase of $2\frac{1}{2}$ cents per hour, proposed by the President of the United States, effective May 22, 1946.

An increase of 16 cents per hour for employes represented by the Brotherhood of Locomotive Firemen and Enginemen became effective January 1, 1946, pursuant to Arbitration Award of April 3, 1946, under National Mediation Board Docket No. A-2215, Arbitration 61, and an additional increase of $2\frac{1}{2}$ cents per hour, proposed by the President of the United States, effective May 22, 1946.

An increase of 16 cents per hour for employes represented by the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Engineers became effective January 1, 1946, and an additional $2\frac{1}{2}$ cents per hour effective May 22, 1946, pursuant to recommendation of the President of the United States in negotiation of a wage and rules controversy after failure of the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Engineers to accept the report of the Emergency Board created on March 8, 1946, by the President of the United States pursuant to Section 10 of the Railway Labor Act.

These increases in wage rates represent an approximate annual increase of \$730,000 in payroll cost; this, of course, also resulted in an increase in payroll taxes of approximately \$47,000 for the year.

Operating Revenues:

The total operating revenues as shown on page 10 were \$7,895,544.90, an increase of \$480,296.04 or 6.5% as compared with the previous year.

Joint Facility Rent Income:

The credits to "Joint Facility Rent Income" were \$1,551,992.91, an increase of \$868,055.74 or 126.9% compared with the previous year, due primarily to payment by the Owner Lines of deficit in the Belt Railway Company's "Separate Operations" amounting to \$767,541.05; this compares with a gain in Belt Railway "Separate Operations" of \$1,302.78 in the previous year which was returned to the Owner Lines as a reduction of their proportion of "Working Expenses"; there was also an increase of \$103,049.35 in Owner Lines' proportion of rentals, taxes, etc., credited to this account during the year 1946.

Hire of Freight Cars—Debit Balance:

Total payments for hire of freight cars in 1946 amounted to \$788,117.85, an increase of \$325,262.57 or 70.3% compared with the previous year. This extraordinary increase in per diem cost was due to a variety of causes principal among which was the fact that congestion was experienced in the early months of the year as a consequence of an unusual flow of empty cars and shortage of yard crews which adversely affected all of our switching operations.

At times we were also unable to freely deliver cars to connecting lines. Delays in the movement of business which also resulted in per diem expense were experienced during other months of the year due to such conditions as the three nation-wide embargoes because of strikes of coal miners and seamen; strike of employees represented by the Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers; heavy movement of trans-lake coal, particularly during October coincident with heavy movement of grain for our elevators, this condition being aggravated by shortage of boats to handle the coal; continuing shortage of manpower, particularly trainmen and yard clerks; five-day work week at many industries, etc., all of which conditions contributed to prevent a more expeditious movement of cars through the Belt Railway during the year.

Operating Expenses:

The total gross operating expense was \$7,310,772.99, an increase of \$1,067,283.44 or 17.1% as compared with the previous year as shown on page 19. Operating expenses in 1946 include a total of \$729,784 due to higher wage rates which became effective during the year; they also include a total of \$266,746.46 representing depreciation of road property and equipment which compares with a total of \$267,369.58 for the year 1945.

Gross Maintenance of Way and Structures expense decreased \$3,367.71 or .37%; that portion of Maintenance of Way and Structures expense chargeable to Belt Railway Separate Operation increased \$26,031.91 or 3.95% as compared with the previous year. Increase in wage rates during the year resulted in an increase of payroll costs of \$65,884 chargeable to Maintenance of Way accounts. Included in Maintenance of Way and Structures expense for 1946

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is an amount of \$109,878.60 representing depreciation of road property which compares with a total of \$109,077.77 for 1945. Because of less severe weather in 1946 charges for handling snow and ice are \$13,734 less than the previous year. There was a decrease in rail renewals of 516 gross tons of new and 792 gross tons of second hand rail, and a decrease in tie renewals of 1,593 cross ties and 21,841 feet B.M. switch ties as compared with the previous year.

Gross Maintenance of Equipment expense increased \$138,567.73 or 17.90%; that portion of Maintenance of Equipment expense chargeable to Belt Railway Separate Operation increased \$114,125.18 or 17.35% as compared with the previous year; this was due to an increase of \$75,622 as a result of higher wage rates during the year and an increase in locomotive and work equipment repairs. Included in the Maintenance of Equipment expense in 1946 is a charge of \$39,684.60 covering amortization for the fourth year of a five year period of the cost of three Diesel locomotives purchased in 1942 by the Western Indiana for use of the Belt Railway; also depreciation of shop and power plant machinery amounting to \$9,639.06 as required by order of the Interstate Commerce Commission.

Gross Traffic expense increased \$11,994.33 or 26.21%; that portion of Traffic expense chargeable to Belt Railway Separate Operation increased \$9,416.83 or 26.99%, due principally to establishment of position of General Freight Agent effective April 1, 1946, and an increase in payroll cost as a result of higher wage rates during the year.

Gross Transportation expense increased \$871,942.07 or 20.37%; that portion of Transportation expense chargeable to Belt Railway Separate Operation increased \$694,361.34 or 19.96%. This increase is principally due to higher wage rates in effect during the year for both operating and non-operating employes which amounted to \$554,440; payments totaling approximately \$109,000 to operating employes as a result of settlements of claims filed by the Brotherhood of Railroad Trainmen in the light of Awards rendered by the First Division of the National Railroad Adjustment Board; approximately \$43,000 due to increase in cost of coal; an amount of \$41,508 covering back water bill presented by the City of Chicago covering increase in water rate for water used outside of the City of Chicago from \$.60 to \$1.50 per thousand cubic feet for the period August 30, 1945, to October 31, 1946; approximately \$45,000 due to handling an increase of 15.7% in L. C. L. freight tonnage, and an increase of \$22,906 in "Operating Joint Yards and Terminals-Debit" principally due to increased switching performed at the Ford plant.

Gross General expense increased \$48,147.02 or 20.78%; that portion of General expense chargeable to Belt Railway Separate Operation increased \$38,248.48 or 21.72%. This increase is due primarily to higher wage rates in effect during the year which increased payroll costs \$30,309; establishment of position of Assistant Traveling Auditor effective January 1, 1946, as well as an additional force and overtime hours worked in the Auditor's Office in connection with calculation of back time incident to the wage increases which became effective on January 1 and May 22, 1946, and in calculation of additional revenue resulting from the increased switching rates which became effective as of July 1, 1946. The increase in "Other Expenses" is due to Belt Company's porportion of expenses of the Carriers' Conference Committee of the Association of Western Railways in connection with handling of wages and rules cases.

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Taxes:

The increase of \$288,759.94 or 37.7% in Railway Tax Accruals is due principally to an increase of \$283,314.34 in General Property taxes; an increase of \$53,194.47 in Railroad Retirement and Unemployment Insurance taxes; there is a decrease of \$47,939.02 in Federal income taxes for the year 1946.

Deficit in Belt Railway Company Separate Operations:

There was a loss of \$767,541.05 in the Separate Operations of the Belt Railway Company for the year 1946, which amount was paid by the Owner Companies as a part of "Working Expenses" and credited to Belt Railway Account 508, Joint Facility Rent Income.

Miscellaneous:

During the year 110,504 cars of perishable freight, the highest of record, were handled, an increase of 11,026 cars or 11.1% as compared with 1945.

A total of 29,756 cars of livestock were handled during the year, an increase of 17,463 cars or 142% compared with 1945.

A total of 222,753 tons of L. C. L. freight was handled at the Clearing and Cragin Stations, an increase of 30,290 tons or 15.7% as compared with the previous year.

The Rail to Water Transfer Facility for the transfer of coal and other commodities from car to vessel, which was completed in the latter part of 1942, with improvements added in 1944, located on dock property leased from The Belt Railway Company of Chicago, handled 1,349,311 tons of lake cargo coal received in 24,549 cars, an increase of 595,112 tons or approximately 11,078 cars as compared with the 1945 operation.

Additions and Betterments:

Property Leased:

The Investment Account of property leased to this Company was increased by \$67,693.37, of which \$19,241.18 was charged to Road Account and \$48,452.19 was charged to Equipment Account, as shown in detail on page 14.

Road Leased:

The increase applicable to Road is \$19,241.18, consisting of a credit of \$10,181.05, covering land sold, and expenditures of \$49,590.25 and retirements in the amount of \$20,168.02, resulting in a net expenditure of \$29,422.23.

During the year 1946, one (1) parcel of land near Fifth Avenue and Kenton Avenue, three (3) parcels near Ohio Street and Kenton Avenue and two (2) parcels near 83rd Street and Vincennes Avenue were sold, resulting in a credit of \$9,867.36. Two (2) parcels of land near 79th Street and Harlem Avenue were sold, resulting in a credit of \$313.69.

The net expenditures of \$29,422.23 for work performed was made up of betterments to rail and other track material amounting to \$10,682.76 outside of Clearing Yard and \$5,685.54 in Clearing Yard; construction of one (1) track to serve industry near 16th Street and South Kilbourn Avenue and one (1) track to serve industry near 80th Street and Lowe Avenue, \$2,346.21; improvements to Dock Wall on Calumet River near 100th Street, \$9,237.00; purchase of machine and tools for use of Maintenance of Way Department, \$1,083.03; retirements of tracks at various locations, amounting to

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a credit of \$4,624.47 in Clearing Yard and \$1,319.24 outside of Clearing Yard and miscellaneous improvements, including retirements, amounting to a debit of \$1,693.51 in Clearing Yard and a debit of \$4,637.89 outside of Clearing Yard.

Equipment Leased:

Two (2) second hand refrigerator cars were purchased at a cost of \$2,244.00 and fifteen (15) caboose cars were purchased at a cost of \$81,584.35. Three (3) locomotives, eight (8) box cars, six (6) gondola cars and one (1) caboose car were retired, amounting to a credit of \$35,529.09. These additions and retirements, together with miscellaneous adjustments for prior years' accounts, amounting to a debit of \$152.93, resulted in a net debit of \$48,452.19.

Property Owned:

Equipment Owned:

Three (3) second hand gondola cars were purchased at a cost of \$3,792.75 and two (2) automobiles were purchased for use by Special Agents and Stores Departments, \$3,233.80. Twenty-seven (27) hopper cars, three (3) refrigerator cars, eight (8) gondola cars and six (6) flat cars were retired, amounting to a credit of \$48,340.51, and two (2) automobiles were retired, amounting to a credit of \$3,433.44. These additions and retirements resulted in a net credit to Investment Account of \$44,747.40.

New Industries:

Thirty new industries were located and twenty-eight industries discontinued operations during the year.

Directors:

At a special Stockholders' meeting held on May 14, 1946, Mr. John W. Barriger was elected a member of the Board of Directors representing the Chicago, Indianapolis and Louisville Railway Company in place of Mr. L. F. DeRamus, resigned.

At a special Stockholders' meeting held on September 10, 1946, Mr. Arthur K. Atkinson was elected a member of the Board of Directors representing the Wabash Railroad Company in place of Mr. N. B. Pitcairn, resigned.

At a special Stockholders' meeting held on December 10, 1946, Mr. P. E. Feucht was elected a member of the Board of Directors representing the Pennsylvania Railroad Company in place of Mr. J. M. Symes, resigned.

At a special Stockholders' meeting held on December 10, 1946, Mr. P. W. Johnston was elected a member of the Board of Directors representing the Erie Railroad Company in place of Mr. Carl Howe, deceased.

At a special Stockholders' meeting held on December 10, 1946, Mr. N. B. Pitcairn was elected a member of the Board of Directors representing the Wabash Railroad Company in place of Mr. Arthur K. Atkinson, resigned.

The usual detailed statements of accounts of the Company will be found in the tables annexed hereto.

The Board again records appreciation of the faithful and efficient services rendered by officers and employees during the year.

Respectfully submitted by order of the Board of Directors.

M. F. STOKES,

President and General Manager.

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INCOME STATEMENT

For the Year ended December 31, 1946, compared with the
year ended December 31, 1945

	1946	1945	Increase—I Decrease—D	
			Amount	Per Cent
RAILWAY OPERATING REVENUES:				
Intermediate switching.....	\$4,097,929.10	\$3,956,263.57	I \$141,665.53	I 3.58
Local switching.....	3,576,372.07	3,294,071.77	I 282,300.30	I 8.57
Storage-Freight.....	1,023.01	202.86	I 820.15	I 404.29
Demurrage.....	206,922.31	157,309.86	I 49,612.45	I 31.54
Rents of buildings and other property.....	279.00	279.00		
Miscellaneous.....	19,163.32	15,139.53	I 4,023.79	I 26.58
Joint facility—Cr.....	94.81	83.33	I 11.48	I 13.78
Joint facility—Dr.....	6,238.72	8,101.06	D 1,862.34	D 22.99
Total railway operating revenues.....	\$7,895,544.90	\$7,415,248.86	I \$480,296.04	I 6.48
RAILWAY OPERATING EXPENSES:				
Maintenance of way and structures.....	\$ 685,617.89	\$ 659,585.98	I \$ 26,031.91	I 3.95
Maintenance of equipment.....	771,781.80	657,656.62	I 114,125.18	I 17.35
Traffic.....	44,307.74	34,890.91	I 9,416.83	I 26.99
Transportation—Rail Line.....	4,173,216.97	3,478,855.63	I 694,361.34	I 19.96
General.....	214,386.03	176,137.55	I 38,248.48	I 21.72
Total railway operating expenses.....	\$5,889,310.43	\$5,007,126.69	I \$882,183.74	I 17.62
(Detail pages 16-19)				
Net revenue from railway operations.....	\$2,006,234.47	\$2,408,122.17	D \$401,887.70	D 16.69
Operating ratio.....	74.59%	67.52%	I 7.07	
RAILWAY TAX ACCRUALS:				
General property.....	\$ 712,001.42	\$ 428,071.23	I \$283,930.19	I 66.33
Federal income.....	40,000.00	87,939.02	D 47,939.02	D 54.51
Retirement.....	161,355.41	128,167.29	I 33,188.12	I 25.89
Unemployment.....	138,329.72	118,323.37	I 20,006.35	I 16.91
Other.....	3,075.29	3,500.99	D 425.70	D 12.16
Total railway tax accruals.....	\$1,054,761.84	\$ 766,001.90	I \$288,759.94	I 37.70
Railway operating income.....	\$ 951,472.63	\$1,642,120.27	D \$690,647.64	D 42.06
RENT INCOME:				
Rent from locomotives.....	\$ 1,095.03	\$ 2,884.25	D \$ 1,789.22	D 62.03
Rent from work equipment.....	557.06	559.25	D 2.19	D .39
Joint facility rent income.....	1,551,992.91	683,937.17	I 868,055.74	I 126.92
Total rent income.....	\$1,553,645.00	\$ 687,380.67	I \$866,264.33	I 126.02
RENTS PAYABLE:				
Hire of freight cars—Debit balance.....	\$ 788,117.85	\$ 462,855.28	I \$325,262.57	I 70.27
Rent for locomotives.....	82.17	25.20	I 56.97	I 226.07
Rent for work equipment.....	225.75	73.31	I 152.44	I 207.94
Joint facility rents.....	164,706.25	142,416.34	I 22,289.91	I 15.65
Total rents payable.....	\$ 953,132.02	\$ 605,370.13	I \$347,761.89	I 57.45
Net rents—credit.....	\$ 600,512.98	\$ 82,010.54	I \$518,502.44	I 632.24
Net railway operating income.....	\$1,551,985.61	\$1,724,130.81	D \$172,145.20	D 9.98

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INCOME STATEMENT—Concluded

For the Year ended December 31, 1946, compared with the year
ended December 31, 1945

	1946	1945	Increase—I Decrease—D	
			Amount	Per Cent
OTHER INCOME:				
Income from lease of road and equipment	\$ 19,842.63	\$ 18,894.13	I \$ 948.50	I 5.02
Miscellaneous rent income	43,281.22	47,056.09	D 3,774.87	D 8.02
Income from unfunded securities and accounts	1,200.00	2,393.56	D 1,193.56	D 49.87
Miscellaneous income	101.00	753.00	D 652.00	D 86.59
Total other income	\$ 64,424.85	\$ 69,096.78	D \$ 4,671.93	D 6.76
Total income	\$1,616,410.46	\$1,793,227.59	D \$176,817.13	D 9.86
MISCELLANEOUS DEDUCTIONS FROM INCOME:				
Miscellaneous rents	\$ 515.73	\$ 555.73	D \$ 40.00	D 7.20
Miscellaneous income charges	529.61		I 529.61	
Total miscellaneous deductions	\$ 1,045.34	\$ 555.73	I \$ 489.61	I 88.10
Income available for fixed charges	\$1,615,365.12	\$1,792,671.86	D \$177,306.74	D 9.89
FIXED CHARGES:				
Rent for leased roads and equipment	\$1,616,265.70	\$1,608,360.03	I \$ 7,905.67	I .49
(Detail page 15)				
Interest on unfunded debt	1.12	.22	I .90	I 409.09
Total fixed charges	\$1,616,266.82	\$1,608,360.25	I \$ 7,906.57	I .49
Net income after fixed charges and other deductions	\$Dr. 901.70	\$ 184,311.61	D \$185,213.31	
DISPOSITION OF NET INCOME:				
Balance of income transferred to Earned Surplus	\$Dr. 901.70	\$ 184,311.61	D \$185,213.31	

EARNED SURPLUS STATEMENT

For the year ended December 31, 1946

Credit balance, January 1, 1946	\$187,200.00
ADD:	
Miscellaneous credits	1,200.23
	\$188,400.23
DEDUCT:	
Debit balance transferred from income	\$ 901.70
Dividend appropriations of surplus	187,200.00
Miscellaneous debits	298.53
	\$188,400.23
Balance, December 31, 1946	None

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COMPARATIVE GENERAL BALANCE SHEET

ASSETS

	December 31, 1946	December 31, 1945	Increase—I Decrease—D
INVESTMENTS:			
Road.....	\$ 867.07	\$ 867.07	
Equipment (See pages 14 and 22).....	1,254,151.31	1,298,898.71	D \$ 44,747.40
Improvements on leased property.....	16,816.73	16,816.73	
Donations and grants.....	Cr. 789.27	Cr. 789.27	
Accrued depreciation—Road.....	Cr. 304.26	Cr. 227.94	D 76.32
Accrued depreciation—Equipment.....	Cr. 689,385.50	Cr. 684,564.13	D 4,821.37
Accrued amortization of defense projects—Road.....	Cr. 10,027.46	Cr. 7,520.66	D 2,506.80
Investments in affiliated companies.....	225.97	2,176.57	D 1,950.60
Other investments.....	1,200,000.00	1,348,000.00	D 148,000.00
Total.....	\$ 1,771,554.59	\$ 1,973,657.08	D \$202,102.49
CURRENT ASSETS:			
Cash.....	\$ 589,133.67	\$ 596,256.31	D \$ 7,122.64
Traffic and car service balances—Dr.	217,222.52	185,101.53	I 32,120.99
Net balance receivable from agents and conductors.....	34,956.25	30,854.97	I 4,101.28
Miscellaneous accounts receivable.....	967,461.62	614,209.55	I 353,252.07
Material and supplies.....	543,205.07	480,784.12	I 62,420.95
Interest and dividends receivable.....		2,900.00	D 2,900.00
Accrued accounts receivable.....	290,630.36	217,697.47	I 72,932.89
Other current assets.....		58,301.37	D 58,301.37
Total.....	\$ 2,642,609.49	\$ 2,186,105.32	I \$456,504.17
DEFERRED ASSETS:			
Working fund advances.....	\$ 678.87	\$ 678.87	
Other Deferred Assets.....	400.48	80.36	I \$ 320.12
Total.....	\$ 1,079.35	\$ 759.23	I \$ 320.12
UNADJUSTED DEBITS:			
Prepayments.....	\$ 575,759.94	\$ 612,100.36	D \$ 36,340.42
Other unadjusted debits.....	36,109.53	9,193.44	I 26,916.09
Total.....	\$ 611,869.47	\$ 621,293.80	D \$ 9,424.33
Total.....	\$ 5,027,112.90	\$ 4,781,815.43	I \$245,297.47

NOTE:—Equipment leased by this Company from Chicago and Western Indiana Railroad Company as of December 31, 1946, is valued at \$2,159,761.99 including \$931,151.81 inventory value of equipment leased November 1st, 1912.

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DECEMBER 31, 1946 AND DECEMBER 31, 1945

LIABILITIES

	December 31, 1946	December 31, 1945	Increase—I Decrease—D
CAPITAL STOCK:			
Common stock.....	\$ 3,120,000.00	\$ 3,120,000.00	
CURRENT LIABILITIES:			
Audited accounts and wages payable....	\$ 419,257.99	\$ 319,611.94	I \$ 99,646.05
Miscellaneous accounts payable.....	139,758.02	111,228.23	I 28,529.79
Accrued accounts payable.....	89,401.40	66,833.75	I 22,567.65
Taxes accrued.....	816,125.85	612,391.48	I 203,734.37
Other current liabilities.....	4,572.96	3,276.32	I 1,296.64
Total.....	\$ 1,469,116.22	\$ 1,113,341.72	I \$ 355,774.50
DEFERRED LIABILITIES:			
Other deferred liabilities.....	\$ 1,068.90	\$ 7,646.13	D \$ 6,577.23
Reserve for replacement of equipment leased from C. & W. I. R. R. Co.— Retired.....			
Reserve for replacement of fixed physical property retired and not replaced— Lease November 1, 1912 with C. & W. I. R. R. Co.....	1,411.88	262.21	I 1,149.67
Total.....	\$ 2,480.78	\$ 7,908.34	D \$ 5,427.56
UNADJUSTED CREDITS:			
Other unadjusted credits.....	\$ 981.32	\$ 16,926.75	D \$ 15,945.43
Reserve for depreciation on equipment leased from C. & W. I. R. R. Co.....	42,350.89	48,673.45	D 6,322.56
Reserve for depreciation on road prop- erty leased from C. & W. I. R. R. Co..	392,183.69	287,765.17	I 104,418.52
Total.....	\$ 435,515.90	\$ 353,365.37	I \$ 82,150.53
SURPLUS:			
Earned surplus—Unappropriated.....	\$.....	\$ 187,200.00	D \$ 187,200.00
Total surplus.....	\$.....	\$ 187,200.00	D \$ 187,200.00
Total.....	\$ 5,027,112.90	\$ 4,781,815.43	I \$ 245,297.47

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

ADDITIONS AND BETTERMENTS

For the year ended December 31, 1946

ROAD LEASED FROM C. & W. I. R. R. Co.:			
EXPENDITURES AND RETIREMENTS DURING THE YEAR:			
Increased weight of rail, improved frogs and switches			
Outside of Clearing Yard.....	\$	10,682.76	
Clearing Yard.....		5,685.54	
Industry Track—Storkline Furniture Co.....		1,609.09	
Industry Track—Wallace Coal Co.....		737.12	
Renewal of dock wall along Calumet River and slip			
No. 1—South Chicago.....		9,237.00	
Roadway machinery and tools.....		1,083.03	
Miscellaneous improvements and adjustments:			
Outside of Clearing Yard.....		18,783.46	
Clearing Yard.....		1,772.25	
	\$	49,590.25	
Credits:			
Retirement of real estate and special assessments.....	\$	10,181.05	
Retirement of tracks—various locations			
Outside of Clearing Yard.....		1,319.24	
Clearing Yard.....		4,624.47	
Retirement of miscellaneous improvements			
Outside of Clearing Yard.....		14,145.57	
Clearing Yard.....		78.74	30,349.07
Net expenditures during the year—Road Leased...			\$ 19,241.18
EQUIPMENT LEASED FROM C. & W. I. R. R. Co.:			
EXPENDITURES AND RETIREMENTS DURING THE YEAR:			
Purchase of second hand refrigerator Cars No. 791			
and 792.....	\$	2,244.00	
Purchase of steel cabooses Nos. 201 to 215, incl.....		81,584.35	
Install generator and starter on Crane No. 241.....		152.93	
	\$	83,981.28	
Credits:			
Retirement of Caboose No. 32.....	\$	335.52	
Retirement of locomotives Nos. 72, 73 and 74.....		29,809.10	
Retirement of gondola cars Nos. 604, 607, 615, 621, 622			
and 624.....		3,902.87	
Retirement of box cars Nos. 807, 809, 818, 831, 832, 833,			
838 and 842.....		1,481.60	35,529.09
Net expenditures during the year—			
Equipment Leased.....			48,452.19
Total leased additions and betterments.....			\$ 67,693.37
EQUIPMENT OWNED:			
EXPENDITURES AND RETIREMENTS DURING THE YEAR:			
Purchase of second hand gondola cars Nos. 626, 627			
and 628.....	\$	3,792.75	
Purchase of Ford Sedan.....		1,514.89	
Purchase of Ford Station Wagon.....		1,718.91	
	\$	7,026.55	
Credits:			
Retirement of hopper cars Nos. 1505, 1507, 1508, 1511,			
1514, 1515, 1516, 1519, 1520, 1531, 1532, 1534, 1536,			
1538, 1540, 1544, 1545, 1549, 1550, 1559, 1561, 1562,			
1566, 1570, 1571, 1574 and 1592.....	\$	45,072.18	
Retirement of refrigerator cars Nos. 794, 796 and 799.		1,101.73	
Retirement of gondola cars Nos. 1608, 1611, 1612, 1614,			
1627, 1649, 1675 and 1679.....		1,253.04	
Retirement of flat cars, 1716, 1717, 1719, 1720, 1721			
and 1722.....		913.56	
Retirement of Ford Sedan.....		1,788.44	
Retirement of Ford Station Wagon.....		1,645.00	51,773.95
Net expenditures during the year—			
Equipment Owned.....			\$ Cr. 44,747.40
Total leased and owned for the year 1946.....			\$ 22,945.97

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

RENT FOR LEASED ROADS AND EQUIPMENT

For the year ended December 31, 1946, compared with the
year ended December 31, 1945

	1946	1945	Increase—I Decrease—D
CHICAGO AND WESTERN INDIANA R.R.: Interest for one year at $4\frac{1}{2}\%$, as follows: \$14,000,000.00, the value placed upon the Belt Division of the Chicago and Western Indiana R. R. as it existed on May 11, 1911, and \$4,400,000.00, the cost to the Chicago and Western Indiana R. R. Co. of acquiring the property of the Chicago Union Transfer Ry. Co...	\$ 828,000.00	\$ 828,000.00	
Interest for one year at 4% upon \$996,000.00 Consolidated Mortgage Bonds Chicago and Western Indiana R. R. Co. issued and used for additions and betterments to the Belt Division, made or acquired between May 11, 1911 and September 2, 1912.....	39,840.00	39,840.00	
Interest at par value on \$11,168,931.61 First and Refund- ing Mortgage $4\frac{1}{4}\%$ Bonds, Series "D," the proceeds of which were expended for additions and betterments to the Belt Division. Interest on \$2,993,694.24 First and Refunding Mortgage Series "A" Bonds which con- tinue to carry a rate of $5\frac{1}{2}\%$. Amortization over the period of the lease of Nov. 1, 1912, The Belt Railway Co. proportion of expenses in connection with refinanc- ing through sale of $4\frac{1}{4}\%$ Bonds. Interest on expendi- tures from Treasury Cash; —also miscellaneous rental charges.....	652,452.24	644,546.57	I \$7,905.67 (Note A)
Interest at par value on \$1,700,000.00 First and Refund- ing $5\frac{1}{2}\%$ Gold Bonds Series "C," the proceeds of which were expended for the purchase of Burlington South Chicago Terminal R. R. Subsequent to September 1, 1936, due to refinancing, the interest on \$1,602,000.00 Series "D" Bonds was reduced to $4\frac{1}{4}\%$ per annum, the balance, \$98,000.00, continued to carry a rate of $5\frac{1}{2}\%$ per annum.....	73,475.00	73,475.00	
Total.....	\$1,593,767.24	\$1,585,861.57	I \$7,905.67
Chicago, Peoria & Western Ry. Co.—Track at Argo, Ill...	2,237.88	2,237.88	
Clearing Industrial District, Inc.—Land and tracks at Clearing, Ill.....	20,249.52	20,249.52	
American Brake Shoe and Foundry Co.—Strip of land located at 26th Street and Kenton Avenue.....	11.06	11.06	
Total.....	\$1,616,265.70	\$1,608,360.03	I \$7,905.67

Note "A"—Due principally to credit in the year 1945 covering refund of income taxes received by the Chicago and Western Indiana Railroad Company covering adjustment of profits realized from sale of real estate leased from Chicago and Western Indiana Railroad Company under lease dated November 1, 1912.

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

OPERATING EXPENSES

For the year ended December 31, 1946, compared with the
year ended December 31, 1945.

	1946	1945	Increase— Decrease—	
			Amount	Per Cent
MAINTENANCE OF WAY AND STRUCTURES:				
Superintendence.....	\$ 51,040.83	\$ 42,428.40	I \$ 8,612.43	I 20.30
Roadway maintenance.....	58,110.81	47,552.27	I 10,558.54	I 22.20
Bridges, trestles, and culverts.....	44,971.57	45,525.28	D 553.71	D 1.22
Ties.....	88,945.21	97,952.02	D 9,006.81	D 9.20
Rails.....	18,256.12	40,734.64	D 22,478.52	D 55.18
Other track material.....	23,857.42	51,712.77	D 27,855.35	D 53.87
Ballast.....	2,103.91	748.59	I 1,355.32	I 181.05
Track laying and surfacing.....	202,352.20	159,071.39	I 43,280.81	I 27.21
Fences, snowsheds, and signs.....	1,206.62	760.21	I 446.41	I 58.72
Station and office buildings.....	42,570.58	25,837.75	I 16,732.83	I 64.76
Roadway buildings.....	4,694.98	1,766.53	I 2,928.45	I 165.77
Water stations.....	4,598.29	9,497.92	D 4,899.63	D 51.59
Fuel stations.....	9,168.86	4,881.33	I 4,287.53	I 87.84
Shops and enginehouses.....	25,060.31	33,187.22	D 8,126.91	D 24.49
Telegraph and telephone lines.....	7,726.64	5,032.60	I 2,694.04	I 53.53
Signals and interlockers.....	71,020.74	79,916.93	D 8,896.19	D 11.13
Power plants.....	3,762.91	1,788.41	I 1,974.50	I 110.40
Power-transmission systems.....	200.36	1,901.33	D 1,700.97	D 89.46
Miscellaneous structures.....	2,967.98	1,847.00	I 1,120.98	I 60.69
Road property—Depreciation (Leased).....	107,295.48	106,494.03	I 801.45	I .75
Road property—Depreciation (Owned).....	76.32	76.92	D .60	D .78
Retirements—Road.....	9,330.04	1,235.30	I 8,094.74	I 655.29
Roadway machines.....	4,879.89	1,861.29	I 3,018.60	I 162.18
Dismantling retired road property.....	2,936.01	Cr. 1,269.04	I 4,205.05	I 331.36
Road—Amortization of defense projects.....	2,506.80	2,506.82	D .02	D
Small tools and supplies.....	9,974.58	9,724.44	I 250.14	I 2.57
Removing snow, ice and sand.....	13,561.99	27,296.02	D 13,734.03	D 50.32
Public improvements—Maintenance.....	3,903.85	22,282.94	D 18,379.09	D 82.48
Injuries to persons.....	7,299.76	6,829.97	I 469.79	I 6.88
Insurance.....	2,724.61	2,910.57	D 185.96	D 6.39
Stationery and printing.....	1,071.35	1,168.18	D 96.83	D 8.29
Other expenses.....	2,594.93	2,356.31	I 238.62	I 10.13
Maintaining joint tracks, yards and other facilities—Dr.....	76,342.00	74,947.79	I 1,394.21	I 1.86
Right-of-way expenses.....	215.65	133.18	I 82.47	I 61.92
Gross total.....	\$ 907,329.60	\$ 910,697.31	D \$ 3,367.71	D .37
Maintaining joint tracks, yards and other facilities—Cr.....	221,711.71	251,111.33	D 29,399.62	D 11.71
Net—Belt Railway—Separate operation.....	\$ 685,617.89	\$ 659,585.98	I \$ 26,031.91	I 3.95

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

OPERATING EXPENSES—Continued

For the year ended December 31, 1946, compared with the
year ended December 31, 1945

	1946	1945	Increase—I Decrease—D	
			Amount	Per Cent
MAINTENANCE OF EQUIPMENT:				
Superintendence.....	\$ 31,639.76	\$ 26,730.41	I \$ 4,909.35	I 18.37
Shop machinery.....	4,026.90	2,747.10	I 1,279.80	I 46.59
Power-plant machinery.....	4,063.24	3,336.46	I 726.78	I 21.78
Shop and power plant machinery—Depreciation (Leased).....	9,639.06	9,624.00	I 15.06	I .16
Steam locomotive—Repairs.....	359,280.13	285,112.93	I 74,167.20	I 26.01
Other locomotive—Repairs...	84,633.84	57,471.72	I 27,162.12	I 47.26
Freight-train cars—Repairs...	165,686.56	149,015.98	I 16,670.58	I 11.19
Work equipment—Repairs.....	13,872.55	6,593.24	I 7,279.31	I 110.41
Miscellaneous equipment—Repairs.....	3,122.74	4,191.70	D 1,068.96	D 25.50
Dismantling retired equipment—(Leased).....	720.64	241.44	I 479.20	I 198.48
Equipment—Depreciation (Leased).....	62,814.00	63,443.58	D 629.58	D .99
Equipment—Depreciation (Owned).....	44,730.20	45,539.63	D 809.43	D 1.78
Equipment—amortization of defense projects.....	39,684.60	39,684.60		
Injuries to persons.....	11,393.81	6,806.00	I 4,587.81	I 67.41
Insurance.....	3,405.47	2,443.92	I 961.55	I 39.34
Stationery and printing.....	2,195.49	2,304.34	D 108.85	D 4.72
Other expenses.....	607.33	640.53	D 33.20	D 5.18
Joint maintenance of equipment expenses—Dr.....	71,225.82	68,246.83	I 2,978.99	I 4.37
Gross total.....	\$ 912,742.14	\$ 774,174.41	I \$138,567.73	I 17.90
Joint maintenance of equipment expenses—Cr.....	140,960.34	116,517.79	I 24,442.55	I 20.98
Net—Belt Railway—Separate operation.....	\$ 771,781.80	\$ 657,656.62	I \$114,125.18	I 17.35
TRAFFIC:				
Superintendence.....	\$ 26,480.74	\$ 17,896.73	I \$ 8,584.01	I 47.96
Outside agencies.....	28,985.66	25,777.52	I 3,208.14	I 12.45
Advertising.....	299.04	749.85	D 450.81	D 60.12
Stationery and printing.....	1,986.02	1,333.03	I 652.99	I 48.99
Gross total.....	\$ 57,751.46	\$ 45,757.13	I \$ 11,994.33	I 26.21
Charged to Owner Line Operations.....	13,443.72	10,866.22	I 2,577.50	I 23.72
Net—Belt Railway—Separate operation.....	\$ 44,307.74	\$ 34,890.91	I \$ 9,416.83	I 26.99

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

OPERATING EXPENSES—Continued

For the year ended December 31, 1946, compared with the
year ended December 31, 1945.

	1946	1945	Increase—I Decrease—D	
			Amount	Per Cent
TRANSPORTATION—RAIL LINE:				
Superintendence.....	\$ 156,573.38	\$ 132,051.73	I \$ 24,521.65	I 18.57
Dispatching trains.....	16,153.12	14,813.59	I 1,339.53	I 9.04
Station employees.....	670,996.79	511,487.96	I 159,508.83	I 31.19
Weighing, inspection, and demurrage bureaus.....	1,778.22	1,663.71	I 114.51	I 6.88
Station supplies and expenses..	24,104.77	22,796.59	I 1,308.18	I 5.74
Yardmasters and yard clerks..	251,375.17	197,435.25	I 53,939.92	I 27.32
Yard conductors and brakemen	1,339,380.38	1,076,570.22	I 262,810.16	I 24.41
Yard switch and signal tenders	155,708.75	138,569.30	I 17,139.45	I 12.37
Yard enginemen.....	661,259.04	582,346.30	I 78,912.74	I 13.55
Yard motormen.....	177,920.83	138,587.22	I 39,333.61	I 28.38
Yard switching fuel.....	602,827.41	570,470.91	I 32,356.50	I 5.67
Water for yard locomotives...	66,334.51	24,826.34	I 41,508.17	I 167.19
Lubricants for yard locomotives	18,624.38	17,478.21	I 1,146.17	I 6.56
Other supplies for yard locomotives.....	9,129.63	9,297.50	D 167.87	D 1.81
Enginehouse expenses—Yard..	211,479.35	174,221.20	I 37,258.15	I 21.39
Yard supplies and expenses...	301,658.03	237,530.18	I 64,127.85	I 27.00
Crossing protection.....	36,042.79	27,892.45	I 8,150.34	I 29.22
Telegraph and telephone operation.....	5,209.55	4,551.16	I 658.39	I 14.47
Stationery and printing.....	27,930.06	28,824.57	D 894.51	D 3.10
Other expenses.....	1,888.94	1,752.49	I 136.45	I 7.79
Insurance.....	3,955.99	3,841.22	I 114.77	I 2.99
Clearing wrecks.....	15,605.57	7,875.50	I 7,730.07	I 98.15
Damage to property.....	8,597.34	4,965.23	I 3,632.11	I 73.15
Loss and damage—Freight....	34,155.87	30,540.07	I 3,615.80	I 11.84
Injuries to persons.....	68,337.40	57,601.90	I 10,735.50	I 18.64
Operating joint yards and terminals—Dr.....	286,082.34	263,176.74	I 22,905.60	I 8.70
Gross total.....	\$ 5,153,109.61	\$ 4,281,167.54	I \$ 871,942.07	I 20.37
Operating joint yards and terminals—Cr.....	979,892.64	802,311.91	I 177,580.73	I 22.13
Net—Belt Railway— Separate operation.....	\$ 4,173,216.97	\$ 3,478,855.63	I \$ 694,361.34	I 19.96

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

OPERATING EXPENSES—Concluded

For the year ended December 31, 1946, compared with the
year ended December 31, 1945.

	1946	1945	Increase—I Decrease—D	
			Amount	Per Cent
GENERAL:				
Salaries and expenses of general officers	\$ 39,554.43	\$ 34,038.47	I\$ 5,515.96	I 16.21
Salaries and expenses of clerks and attendants	188,999.17	152,105.70	I 36,893.47	I 24.26
General office supplies and expenses	10,915.44	10,353.90	I 561.54	I 5.42
Law expenses	14,712.28	14,053.35	I 658.93	I 4.69
Insurance	306.74	152.22	I 154.52	I 101.51
Pensions	150.23	409.79	D 259.56	D 63.34
Stationery and printing	11,332.86	11,215.22	I 117.64	I 1.05
Valuation expenses	397.67	618.39	D 220.72	D 35.69
Other expenses	6,513.83	4,150.61	I 2,363.22	I 56.94
General joint facilities—Dr.	6,957.53	4,595.51	I 2,362.02	I 51.40
Gross total	\$ 279,840.18	\$ 231,693.16	I\$ 48,147.02	I 20.78
General joint facilities—Cr.	65,454.15	55,555.61	I 9,898.54	I 17.82
Net—Belt Railway— Separate operation	\$ 214,386.03	\$ 176,137.55	I\$ 38,248.48	I 21.72
Total gross	\$7,310,772.99	\$6,243,489.55	I\$1,067,283.44	I 17.09
Total deductions	1,421,462.56	1,236,362.86	I 185,099.70	I 14.97
Total operating expenses (Belt Railway—Separate operation)	\$5,889,310.43	\$5,007,126.69	I\$ 882,183.74	I 17.62

Summary	1946	1945	Increase—I Decrease—D	
			Amount	Per Cent
Maintenance of way and structures.....	\$ 685,617.89	\$ 659,585.98	I\$ 26,031.91	I 3.95
Maintenance of equipment.....	771,781.80	657,656.62	I 114,125.18	I 17.35
Traffic.....	44,307.74	34,890.91	I 9,416.83	I 26.99
Transportation.....	4,173,216.97	3,478,855.63	I 694,361.34	I 19.96
General.....	214,386.03	176,137.55	I 38,248.48	I 21.72
Total railway operating expenses.....	\$5,889,310.43	\$5,007,126.69	I\$ 882,183.74	I 17.62
Operating expenses to operating revenue (Operation Ratio)....	74.59%	67.52%	I 7.07	
Operating revenue per car.....	\$ 6.889	\$ 6.543	I\$.346	I 5.29
Operating expenses per car.....	5.138	4.418	I .720	I 16.30

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

CARS HANDLED

Cars handled by The Belt Railway Company of Chicago in its "Separate Operations"	1946		1945		Increase or Decrease Per Cent
	Number	Per Cent	Number	Per Cent	
INTERCHANGE:					
Loaded cars.....	503,255	43.91	510,479	45.04	D 14.15
Empty cars.....	282,209	24.62	270,745	23.89	I 4.23
LOCAL:					
Loaded cars.....	231,851	20.23	226,052	19.95	I 2.57
Empty cars.....	128,854	11.24	126,000	11.12	I 2.27
Total.....	1,146,169	100.00	1,133,276	100.00	I 1.14
TOTAL:					
Loaded cars.....	735,106	64.14	736,531	64.99	D .19
Empty cars.....	411,063	35.86	396,745	35.01	I 3.61
Total.....	1,146,169	100.00	1,133,276	100.00	I 1.14
Cars interchanged directly between Owner roads at Clearing and other yards, being handled by the Belt Railway through those yards, also cars handled by Owner roads in direct movement over The Belt Railway Company of Chicago.....	917,032		1,000,186		
Total cars handled.....	2,063,201		2,133,462		

The following statement shows the number of cars handled by The Belt Railway Company of Chicago in its "separate operations" annually during the past five years.

Year	Interchange		Local		Total Cars
	Loaded	Empty	Loaded	Empty	
1942.....	476,648	365,278	226,686	173,794	1,242,406
1943.....	475,912	323,810	237,319	163,851	1,200,892
1944.....	499,904	300,414	241,535	168,573	1,210,426
1945.....	510,479	270,745	226,052	126,000	1,133,276
1946.....	503,255	282,209	231,851	128,854	1,146,169

The following statement shows the number of cars interchanged during the last five years directly between Owner roads at Clearing and other yards, being handled by the Belt Railway through those yards, also cars handled by Owner roads in direct movement over The Belt Railway Company of Chicago.

Year	Number of Cars
1942.....	964,553
1943.....	1,082,075
1944.....	1,069,797
1945.....	1,000,186
1946.....	917,032

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

EQUIPMENT LEASED

	Number on Hand Dec. 31, 1945	Number Added During Year	Number Retired During Year	Number on Hand Dec. 31, 1946
LOCOMOTIVES:				
Steam.....	38	0	3	35
Diesel.....	9	0	0	9
Total.....	47	0	3	44
FREIGHT CAR EQUIPMENT:				
Box.....	24	0	8	16
Hopper.....	50	0	0	50
Coke.....	1	0	0	1
Caboose.....	25	15	1	39
Total.....	100	15	9	106
WORK EQUIPMENT:				
Wrecking derrick.....	1	0	0	1
Coal cranes.....	2	0	0	2
Snow plow.....	1	0	0	1
Tool car.....	1	0	0	1
Rail and tie car.....	1	0	0	1
Refrigerator cars.....	0	2	0	2
Commissary car.....	1	0	0	1
Gondolas.....	24	0	6	18
Total.....	31	2	6	27
Miscellaneous Equipment:				
Automobile trucks.....	2	0	0	2

EQUIPMENT OWNED

LOCOMOTIVES:				
Steam.....	20	0	0	20
Diesel.....	2	0	0	2
Total.....	22	0	0	22
FREIGHT CAR EQUIPMENT:				
Caboose.....	6	0	0	6
Hopper.....	100	0	27	73
Coke.....	2	0	0	2
Box.....	2	0	0	2
Tank.....	1	0	0	1
Total.....	111	0	27	84
WORK EQUIPMENT:				
Flat cars.....	14	0	6	8
Gondola cars.....	23	3	8	18
Truck car.....	1	0	0	1
Coal crane.....	1	0	0	1
Refrigerator cars.....	6	0	3	3
Total.....	45	3	17	31
MISCELLANEOUS EQUIPMENT:				
Automobiles:				
Truck.....	1	0	0	1
Sedan.....	1	1	1	1
Station wagon.....	1	1	1	1
Total.....	3	2	2	3

ANNUAL REPORT OF THE BELT RAILWAY CO. OF CHICAGO

MILEAGE OF TRACK OPERATED

	1946					1945					Increase or Decrease
	First Main	Second Main	Other Mains	Yard Tracks and Sidings	Total	First Main	Second Main	Other Mains	Yard Tracks and Sidings	Total	
A. Leased from C. & W. I. R. R. Co.											
B. Leased from Other Companies											
C. Operated under trackage rights—C. & W. I. R. R. Co.											
D. Operated under trackage rights—Other Companies											
E. Tracks owned											
A- 1 Cragin to Pullman Junction....	19.32	19.31		68.29	106.92	19.32	19.31		68.11	106.74	I .18
2 Pullman Junction to Commercial Ave.	2.10	2.05		34.46	38.61	2.10	2.05		34.18	38.33	I .28
3 Commercial Ave. to Steel Mills.				1.07	1.07				1.07	1.07	
4 Commercial Ave. to South Deering.				16.17	16.17				16.17	16.17	
5 Main Line, 55th St. to Elsdon.	1.51			.04	1.55	1.51			.04	1.55	
6 Clearing Yard, including 59th St. Line.	4.23	4.24		165.66	174.13	4.23	4.24		165.69	174.16	D .03
Total.	27.16	25.60		285.69	338.45	27.16	25.60		285.26	338.02	I .43
B- 7 Chicago, Peoria & Western R.R. (Argo)				.52	.52				.52	.52	
8 Clearing Industrial District.				12.93	12.93				12.72	12.72	I .21
Total.				13.45	13.45				13.24	13.24	I .21
C- 9 Pullman Junction to Burnham.	6.78	6.68	4.37	2.13	19.96	6.78	6.68	4.37	2.13	19.96	
10 80th St. to 134th St. (Dolton Branch)	6.74	6.76	3.81	.29	*17.60	7.28	6.29	4.78	2.77	*21.12	D 3.52
11 40th St. to 74th St.			4.26		4.26			4.26		4.26	
Total.	13.52	13.44	12.44	2.42	41.82	14.06	12.97	13.41	4.90	45.34	D 3.52
D-12 C. R. I. & P. Ry., South Chicago				1.57	1.57				1.57	1.57	
13 P. F. W. & C. Ry., South Chicago.				.20	* .20				.20	* .20	
14 I. H. B. R. R., 55th St. to Elsdon	1.41	1.40			* 2.81	1.41	1.40			* 2.81	
15 B. & O. C. T. R. R., Clearing to Proviso.	9.05	9.13		12.66	30.84	9.05	9.13		12.66	30.84	
16 B. & O. C. T. R. R., Southwest Division (Cicero District)				6.08	6.08				6.08	6.08	
17 N. Y. C. & St. L. R. R., Ford Yard and Lead.				1.11	1.11				1.11	1.11	
18 Calumet Western R. R., 112th to 117th St.	.66				.66	.66				.66	
Total.	11.12	10.53		21.62	43.27	11.12	10.53		21.62	43.27	
E-19 Industry Lead Tracks.				.64	.64				.64	.64	
TOTAL.	51.80	49.57	12.44	323.82	437.63	52.34	49.10	13.41	325.66	440.51	D 2.88

Decrease of 2.88 miles principally due to retirement of certain tracks operated under trackage rights with the C. & W. I. R. R. Co. between 80th Street to 134th Street (Dolton Branch).

Above figures do not include Yard Tracks leased to The Belt Railway Co. of Chicago by C. & W. I. R. R. Co. but operated exclusively as follows:

1946 1945

1.46 1.46 Miles—Warner Branch by C. W. P. & S. R. R.

9.23 9.23 Miles—Rockwell St. Yard by Pere Marquette Ry.

10.69 10.69 Miles—Leased to, but not operated by The Belt Ry. Co. of Chicago

*Trackage rights not exercised.

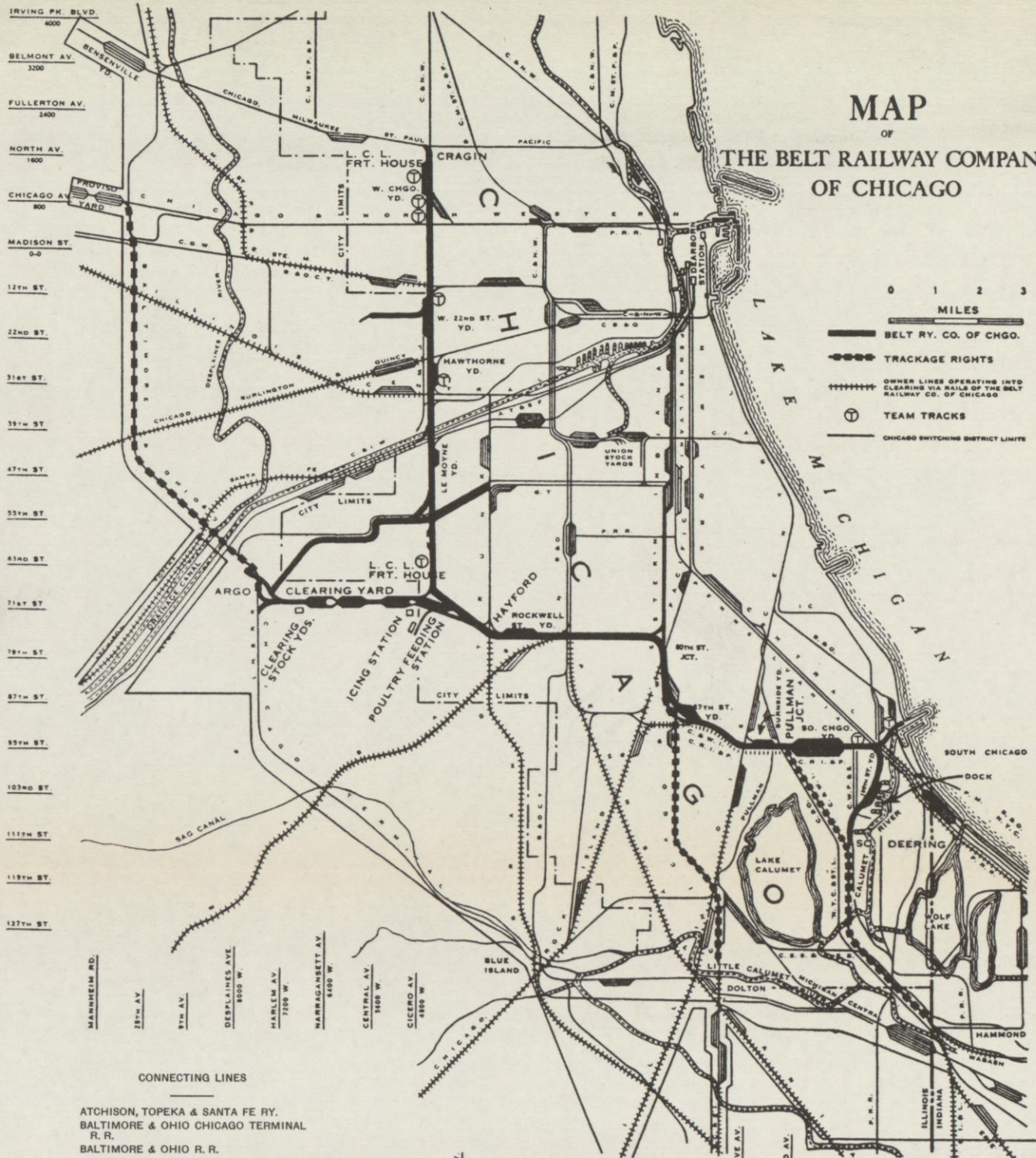
TRackage RIGHTS GRANTED OTHER COMPANIES

Company	Location	Miles of Road	
		1946	1945
I. H. B. R. R.	Elsdon Branch.	1.51	1.51
E. J. & E. R. R.	South Chicago to Millgate and South Deering.	3.40	3.40
Chicago Short Line Ry.	South Chicago to South Deering.	2.90	2.90
Total.		7.81	7.81

MAP

OF

THE BELT RAILWAY COMPANY OF CHICAGO



CONNECTING LINES

ATCHISON, TOPEKA & SANTA FE RY.
 BALTIMORE & OHIO CHICAGO TERMINAL
 R. R.
 BALTIMORE & OHIO R. R.
 CHESAPEAKE & OHIO RY.
 CHICAGO & CALUMET RIVER R. R.
 CHICAGO & EASTERN ILLINOIS R. R.
 CHICAGO & ILLINOIS WESTERN R. R.
 CHICAGO & NORTHWESTERN RY.
 CHICAGO & WESTERN INDIANA R. R.
 CHICAGO, BURLINGTON & QUINCY R. R.
 CHICAGO GREAT WESTERN R. R.
 CHICAGO, INDIANAPOLIS & LOUISVILLE
 RY.
 CHICAGO, MILWAUKEE, ST. PAUL AND
 PACIFIC R. R.
 CHICAGO RIVER & INDIANA R. R.
 CHICAGO, ROCK ISLAND & PACIFIC RY.
 CHICAGO SHORT LINE RY.
 CHICAGO SOUTH SHORE & SOUTH BEND
 R. R.
 CHICAGO, WEST PULLMAN & SOUTH-
 EASTERN R. R.
 CLEVELAND, CINCINNATI, CHICAGO &
 ST. LOUIS RY.
 ELGIN, JOLIET & EASTERN RY.
 ERIE R. R.

GRAND TRUNK WESTERN R. R.
 ILLINOIS CENTRAL R. R.
 ILLINOIS NORTHERN RY.
 INDIANA HARBOR BELT R. R.
 MANUFACTURERS' JUNCTION RY.
 MICHIGAN CENTRAL R. R.
 MINNEAPOLIS, ST. PAUL & SAULT STE.
 MARIE R. R.
 NEW YORK CENTRAL R. R.
 NEW YORK, CHICAGO & ST. LOUIS R. R.
 PERE MARQUETTE RY.
 PENNSYLVANIA R. R.
 PULLMAN R. R.
 THE ALTON R. R.
 WABASH R. R.